



The Interchange

Our 47th Year
Ottawa Valley Associated Railroaders — OVAR

January 2008

Issue 421



Graham Parsons forwarded his photo of a repainted Saskatchewan Grain Car Corporation covered hopper (above) shown waiting to be filled at Rosetown, Sask in July 2007. Graham hopes that someone will produce models of these cars as they are very colourful, the main colour being Roughrider Green, with the prairie lily in the correct colours. Graham is in luck, for a check of the Pacific Western Rail Systems website shows that they plan to release these cars (in HO scale at least) under their North American Railcar Corporation name. At right is the traditional paint scheme.



The origins of standard railroad gauge

submitted by **Chuck Noonan**

I received this email from a friend; I don't know whether or not there is any truth to it — if not perhaps someone knows the true explanation.

Railroad Track

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8½ inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates built the U.S. railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long-distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which every-

one else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8½ inches is derived from the original specifications for an Imperial Roman war
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plus much more

Greetings from the editor

by Ian Cranstone, Interchange Editor

One of the peculiar challenges of this job is that very rarely is any sort of feedback provided back to the editor from the membership — and so I never really have any sort of sense as to whether the material printed in the INTERCHANGE is significant to OVAR members or not. One contributor asked me last month whether his material was useful or not, and all I could say was that I was happy to print it, although there had been no comment on it whatsoever from the membership.

As a result I was pleasantly surprised to get a response from Terry Firth about the Fast Tracks turnout jig kit which I had featured in the December INTERCHANGE (Terry's letter is printed at right). Terry also noted that there is an upcoming solution to one of my cons that he is currently not at liberty to discuss, but one presumes that in due course details will be found at the Fast Tracks website.

On another note, long-time readers will note that an old feature has returned. At the last meeting Dave Knowles presented me with a selection of old Interchanges, and this allowed me to resurrect the LOOKIN' BACK feature which was discontinued when **Marty Phillips** no longer had time to generate the material. Another addition is THE RAILHEADS cartoon, a group of which was sent to me by **Reg Webb** over the summer, and has been delayed until now due to an organizationally-challenged editor, who had forgotten that he had them. To Reg, my apologies, and rest assured that the entire series has now been scanned and resides on my computer, where they are much more difficult to misplace!

More unfortunate however, is the fact that every recent issue of the INTERCHANGE has contained an obituary for a member or former member. Hopefully this is a trend which will not continue in the new year!

Good Morning Ian,

I was pleasantly surprised when I picked up my copy of the Interchange at the OVAR meeting last evening and saw your feature article about Fast Tracks. I was also somewhat disappointed because I have been associated with Fast Tracks for almost two years and I was instrumental in arranging for Tim Warris to come to Ottawa last October to give a clinic about handlaid track. Tim did mention in his closing remarks that anyone interested in Fast Tracks products should contact me but I guess most people were too busy getting ready to depart and therefore didn't hear the referral. I guess I've been too "low key" until now and it's time to blow my own horn.

You mentioned at the meeting that you were not aware that I was associated with Fast Tracks. However, several club members such as Normand Levert, Paul Norton, Barry Innes and Paul Anderson, to name a few, are quite aware that I am a Product Information and Sales representative for Fast Tracks having seen our displays at train shows and conventions. In fact, I am one of only two representatives available worldwide to provide personal service for Fast Tracks sales and product information. As an OVAR member, I hope this a distinct advantage for club members since I'm available at every meeting to provide guidance and listen to problems anyone may encounter with our products. What many members, including yourself, may not be aware of is that you can enjoy a 10% discount on all Fast Tracks products when ordering from me by calling 1-888-252-3895 (ext. 708) or through my website:

terrystains.fast-tracks.net

and using discount code 701.

You mentioned in the "Cons" about the initial high cost of Fast Tracks tools and the possibility of how a modelling group could "...share jigs, with each member purchasing a different size and trading as necessary." I'm quite prepared to discuss ways to do this because I own several assembly fixtures and PointForm tools for different gauges, which I already share with some of my customers. This is just an example of the type of personal service that I can provide.

I will be sending a copy of this month's Interchange to Tim, which I'm sure will be well received. Hopefully, in exchange, you can update OVAR members in a future issue of THE INTERCHANGE about where they can obtain their Fast Tracks supplies at discounted prices.

Thanks for listening.

Terry Firth
The Interchange

TIMETABLE

Upcoming events of particular interest to OVAR members

January 5-6: OTTAWA – OVAR Modular Rally, St. Anthony's Soccer Club Hall. Sat. 10 a.m.-4 p.m., Sun. 9 a.m.-3 p.m. Info: Gary Baillargeon (613) 774-2380

January 15: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

January 26-27: WEST SPRINGFIELD, MA – Amherst Railway Society Big Railroad Hobby Show, Sat. 9 a.m.-5 p.m., Sun. 10 a.m.-5 p.m. Info: www.amherstrail.org/show/show.htm

January 26: OTTAWA – St. Lawrence Division Meet, NMRA. Emmanuel United Church, Smyth Rd. 9:30 a.m. Info: www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

January 26-27: GATINEAU – Exposition des Trains Miniatures, Mont Bleu Ford, 375 Boul. Maloney Ouest. Sat. & Sun. 10 a.m.-4 p.m. Info: Mario (819) 671-2354.

February 6: CORNWALL – Moccasin Model Railroad Club, St. Matthew's Evangelical Lutheran Church Hall, 1509 Second St. W. 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

February 7: MORRISBURG – Morrisburg Model Railroad Club, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry stvskserry@personainternet.com

February 9-10: PORT HOPE – Ganaraska Railway Modellers 15th Annual Model Railway Show, Port Hope Lions Recreation Centre, Gifford St. Sat. 10 a.m.-4:30 p.m., Sun. 10 a.m.-4 p.m. Info: ganaraskarailway-modellers@hotmail.com

February 23: OTTAWA – Model Train Flea Market, St. Anthony's Soccer Club Hall, 10 a.m.-2 p.m.. Tables \$5. Info: Gary Baillargeon (613) 774-2380.

April 25-27: OTTAWA – THE BYTOWN BOBBER NMRA Niagara Frontier Region Convention, Chimo Hotel. Info: www.bytownbobber.org

May 16-18: HAMILTON – CRHA/ CARM National Convention: www.caorm.org/Pages/convention.html

From the Librarian's Carrel

by Dave Knowles

The chore that claims the most time at the C. Robert Craig memorial Library is the cataloguing of the photograph collections. This is an essential feature as while it is great fun to browse through a collection just looking at anything that turns up in albums or on the screen, it is not very efficient and many potential clients are looking for specific subjects to illustrate books, articles or slide shows. At one point I began a list of books that contained pictures from our collections, but it soon was outdated and I haven't had time to update it.

In the early days of the Library Ken Healy designed a database for recording the photographs and it has proved to be an easy and effective way to identify whether we have pictures that might satisfy a researcher's needs.

Recently a discussion I was involved in centred around CPR's interchange between the Winchester/Prescott lines interchange. A quick search on the "location" field for Bedell turned up a pageful of hits. The search looks at all the individual collections, i.e. Chivers, Craig, etc, etc.

It is an interesting fact that although the CRCML has fewer slides, etc., than the National Model Railroad Association collection at Chattanooga (the latter has over 100,000

items, we have only a little over 35,000), ours are almost entirely catalogued.

The collections arrive at the library in various conditions, some have extensive notes, some have limited identification written on the frames and some have none. Identifying them can be time consuming particularly if they are not local or from well-known locations. **Bob Meldrum** is currently cataloguing John Frayed's collection and he has **Colin Churcher** post them on his website asking for assistance. This usually turns up a lead or two if not more.

Recently a couple of shots of the old railway bridge behind 111 Sussex Drive showed up. These showed a very unusual type of truss used to carry the railway over the Rideau to the Sussex yards.

All this is a lengthy lead up to the news that **Tony Pearce** and **Barry Innes** recently finished cataloguing the Lloyd Baxter collection.

Congratulations and many thanks for your contribution guys. Your work is important and truly appreciated. Not content to rest on their laurels they are now preparing to catalogue the Ken Healy collection.

You might be interested to know that we occasionally receive inquiries from model railway manufacturers for information to help them develop new products or paint

schemes. One arrived over the holiday season and I will be researching it when I next visit the Library.

I trust that you all had a happy yule tide and I look forward to helping you find the answers you need

All the best for 2008 and visit us soon.

BILODEAU, Reginald (1924-2007)



Peacefully Saturday, December 15, 2007. He leaves his wife Alda (Gravelle) of 65 years. Father of Sue (Rene Smith-Doiron) and Gaby (Herve Lavallee). Grandfather of Denis (Monica), Marc (Sylvie), Sean and Sonia (Christian). Great grandfather

of Mathieu, Alexi, Thomas, Mia, Julien, Liam and Ellie. Brother of Albertine (deceased), Eugene (deceased), Jeanette (deceased), Lucienne (deceased), Alice (deceased), Yvonne (deceased), Gertrude, Paul (deceased), Maurice, Marcel (Cecile), Lucille (Harry), Carmen (Vincent) Jeannine and Gerry (Lorraine). The family would like to thank the staff of the Carleton Place Hospital for their support. Friends are invited to attend a Mass In Memory Saturday, December 22, 2007 at Eglise St. Jean Baptiste, Empress St. at 10 a.m. Donations to the Heart Institute appreciated.

INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1.00 per line, minimum \$5.00. Cheques/money orders should be made payable to OVAR. Ads must include the advertiser's name and telephone number. Send to Ian Cranstone at address on last page.

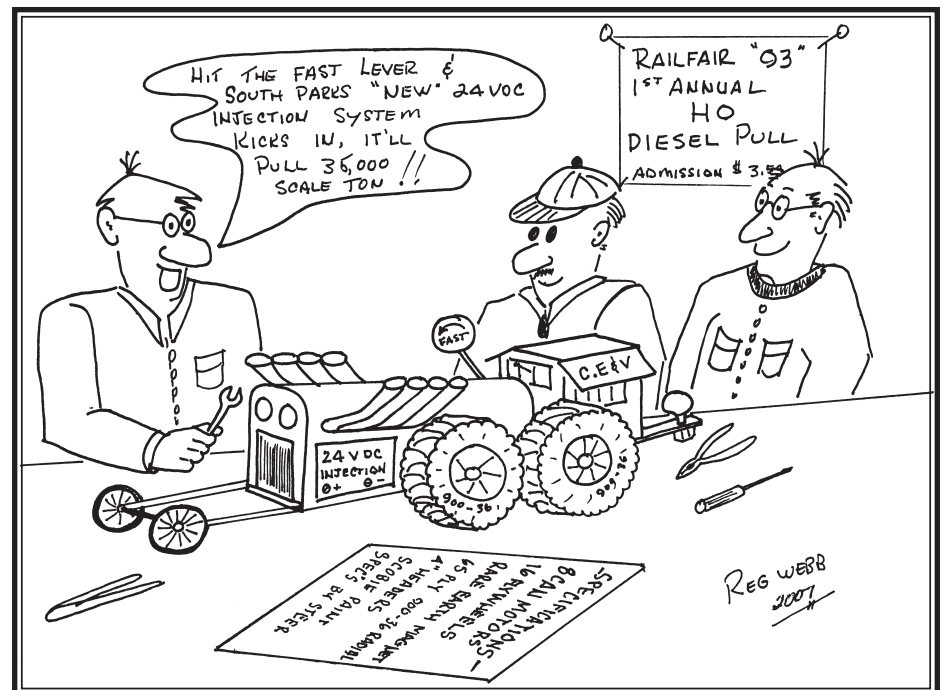
MUSICIANS WANTED FOR SPECIAL PROJECT. If you can play any musical instrument and want to take part in a special project (railroad related), please contact Brian Earl at (613) 692-2371 or e-mail at: brian.earl@sympatico.ca

AMHERST RAILWAY SOCIETY RAILROAD HOBBY SHOW (Springfield, Mass) — January 26 and 27 — anyone interested to share driving and gas, please call Greg Stubbings at 613-774-4563.

January 2008

The RAILHEADS

by Reg Webb



Origins of standard gauge

continued from page 1

chariot. Bureaucracies live forever.

So the next time you are handed a Specification/Procedure/Process and wonder "What horse's ass came up with it?" you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So... a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horses' ass.

And... you thought being a horses' ass wasn't important?

Ancient horses' asses control almost everything... and CURRENT Horse's Asses are controlling everything else!

Editor's Note: Although this certainly makes for a good story, there seems to be a great deal of doubt that the width of Roman roads had much influence at all. In addition, the tunnel dimension limitations have far more to do with the clearance diagram than the track gauge. For more reading, have a look at the following websites:

[www.straightdope.com/
columns/000218.html](http://www.straightdope.com/columns/000218.html)

www.sdrm.org/faqs/gauge/

[www.snopes.com/history/
american/gauge.asp](http://www.snopes.com/history/american/gauge.asp)

PRODUCT REVIEW

Canadian Railway Prototypical Signage and Structures

by Eric Halpin

For some reason, I had a devil of a time finding, in particular, Canadian signage, for the Algoma and Rideau model railway in Perth. I made a number of inquiries but could not find the desired source. The real problem for us (Yogi Sepp, the late David Strong and myself) was that we knew they existed because at the 2006 Railfair at Algonquin College there was a table set up selling the signs that we knew we would eventually want. Now we were ready and could not locate the sellers! A casual conversation at the admittance table during the 2007 Railfair gave the tip that eventually led to the source.

The name of the company is 'Signalisation C&G' from Montreal, Que. and can be located at:

www.colsigcg.com

Claude, the gentleman that designs and makes the signs does such a wonderful job that in my opinion they are of 'fine' scale quality. The real marvel of his product is that he will happily customize your railway sign name for you at no extra cost. So if you happen to have a siding named 'Bolingbroke', a double-cross piece of track named 'Kilpatrick's Crossing' or a tunnel entrance named 'Nipigon' (all by way of example only) you're in luck. Claude specializes in HO but also does O, S and G scales. He is always looking for new signs to develop and seeks input and suggestions from the hobby community. That is pretty darn good I think.

I won't go into great detail about his full product line but will mention a few notable items as follows:

Both CN and CP signage with general railway signs including but not limited to: grades, mileage points, switch indicators, no whistle, whistle before tunnel and next station. My favorites are derails, lube indicator and blue flags.

I should mention that the signs cost on average about \$2.60 and come with sturdy .033" rigid wire supports. Claude takes bank or postal money orders. Take a look at his

web site and bookmark it.

During the course of looking for Claude above, I also found another great Canadian company by the name of 'Osborn Model Kits' from Angus, Ont. and can be located at:

www.osbornmodelkits.com

(book mark it also). Since this product can be found in local hobby shops I don't know how I missed it except for the product hook being empty.

Derek, the gentleman that designs and makes these products also supports other craftsmen kits besides model railway stuff. He also likes boats, as you will see from his web site. But stick with the railway site as you browse through it and you will find a very good selection of laser cut wood parts for any number of very nice accent items for your layout. Derek takes PayPal and can provide HO, O and N scale railway signs and other related items.

An example of his product is that he carries three styles of cross-bucks (present, transition and first generation). Osborn Models has a fairly extensive product line including but not limited to CN and CP switch posts, speed limits, various flange-way signs and miles posts to name a few. My favourite accent items are ladders, wooden skids, wire reels and derail posts.

Remember that these are Canadian manufacturers, so let's support them.

For the Record

December Meeting:

124

Current membership:

195

THE INTERCHANGE

wants to know what you're doing

on your model railroad

— or what your favourite

prototype is doing!

Don't be shy — write!

Check out OVAR's Web Site

www.ovar.ca

and bookmark it!



OFF THE MAIN LINE

WHERE FICTION IS STRANGER THAN TRUTH

EDITED BY
Barry Innes

Eric Halpin sent the following just as summer was getting into full swing. My apologies to Eric for the delay in getting this into the INTERCHANGE due to lack of copy for the column (seems to be an ongoing problem as your editor can attest too!). Since Eric wrote this, Dave Strong passed away after the OVAR meeting on Nov. 13 at about 3:30 a.m. on Nov 14.

The Algoma and Rideau model railway in Perth is progressing with construction albeit at a slower pace as summer weather draws Yogi Sepp (former OVAR member), David Strong and myself away to other tasks. All main line and yard track has been laid (270 feet), 40 turnouts installed, and Digitrax DCC is up and running. The auto polarity reverse units (PM4) are a sight to behold as rail traffic slips by with nary a care.

It soon became obvious that we had to get busy and actually name key sections of track in order to avoid unintended train meets. Construction of Algoma Mountain, all seven feet of it, has begun. The three-foot girder trestle is also in early stages of design. Powering of turnouts is our next priority. Already the 23x12x24 foot layout is getting smaller and crowded. How does this happen so soon? Rolling stock must be carefully allocated or soon clear track is at a premium.

The steam/early diesel service area is being planned now also. We need another few feet of layout room for sure! Stay tuned.

Mike Hamer sent the following on the continuing contributions of the Friday Night Group (FNG).

Gathering together with friends to run model railroads is such an enjoyable experience and many round robin groups do just that. I'm proud to say that our friends in the FNG have enjoyed gathering for well over ten years now. It has only been in the recent past that we've chosen to do one better...that is, to make a greater contribution to the hobby. Let's check out how we've given back

and, perhaps, made some difference.

The creation of our groundbreaking web-log detailing our train operating sessions across one full session has been a hit with modellers around the world judging by the many comments we've received through the blog message board and by other means. Other groups of modellers have e-mailed us asking for advice when it comes to setting up and hosting group operations.

The construction of the CHEO raffle layout in a coffee table brought funds for the children's hospital with the side benefit for many FNGers being the experience of facing a modelling challenge in another scale.

Many FNG layouts will be appearing in a feature length film entitled THE SECRET TRAINS OF NEW YORK CITY, a touching movie about a young boy dying of cancer whose love of trains helps him face his final days with a strength and passion for living each day. Each layout owner opened their home for a lengthy session of filming (as did a number of FNGers).

Many in our group have been involved with, given clinics and opened their layouts for NMRA tours as part of our local St. Lawrence Division over the past few years... and some have been guest speakers here at OVAR and at other functions. FNGers offer on-line clinics on many of the forum groups through the Internet and write articles for the Interchange. "What's left to do?" we ask ourselves. Well, contribute more! This year, a number of us are on the executive or are volunteering in a number of capacities for the Bytown Bobber NMRA regional convention this coming April... giving clinics and opening our homes and layouts for conventioners. As a result, the Friday Night Group has decided to operate on alternate Fridays this season and leave the other Fridays open for smaller groups to meet and work on each other's layouts in preparation for the convention. Indeed, there is no greater feeling than "giving back" to the community. We also admire and respect the contributions of all model railroaders as we know you truly make a difference!

Thanks Mike for the update. Maybe you could provide this column with an update on the planned expansion of your Boston and Maine - ed.

The Bourget Cornwall has taken delivery of an ex-PET (Portland Electric Transit) from the late Joe Thomas' Rideau Valley and Finch. It was put into service on the coal trains CXS (loads) and CXN (empties) between the Topco Coal mine near Bourget

and the coal fired electric generating station at Martintown.

Well that's it for now. Remember to send your copy (the editor and I can use it!) to: innes3@sympatico.ca or forward it directly to the editor. Let's hear what your layout is doing!!

LOOKIN' BACK

10 YEARS AGO

Mike Hamer features the history of the Boston & Maine.

Chairman John Licharson spends a weekend (week actually) from Hell reworking a new old brass steam locomotive.

Membership Chair Mike Hamer reports a total membership of 175.

20 YEARS AGO

Bob Craig states for the record: "We only have one class of membership and everyone is entitled to all the benefits available."

Most of the monthly draw cars and free dinner were won by a Past Chairman. (Why were there tickets of a different colour?)

Much discussion has taken place among the executive as to how a fresh face could be given to the traditional March auction program, short of omitting it.

30 YEARS AGO

Tony Chinery donates an N scale car to the monthly draw — painted and lettered by Jeff Trew.

At a recent executive meeting the INTERCHANGE editor, Joe Thomas, said he had nothing to say — then spent the next twenty minutes saying it!

Upcoming menu items include Chicken Hudson Royale; Stew Coras Iompair Eireann; Sausage 7mm; Turkey à la Caboose.

CN is under strict orders to assign only EMD switchers to the Ford plant in Oakville because MLW units produce sufficient smoke to set off the plant's fire alarms.

40 YEARS AGO

The L-girder method of layout construction is introduced.

A four cent stamp delivers a copy of the INTERCHANGE to your door.

The January dinner was said to be excellent — if somewhat noisy (perhaps due to the fluid part of the meal).



Charlie Shrubsole displayed a string of S-scale hoppers, including American Flyer upgrade (B&LE above), American Models (CN above), and modified American Models (TH&B below).

Freight cars were December display theme



MDT reefer was 2007 convention raffle prize for Peter Joyce.



MDT reefer was 2007 convention raffle prize for Peter Joyce.



1950s Athearn metal boxcar was John LeBlanc's display.

Ian Cranstone photos

Freight cars were the focus of the December display, and judging from the number on display, OVAR's railroads are obviously suffering from a car shortage, as they were apparently unable to spare many for the display.

Charlie Shrubsole represented the S scale fraternity with a string of hoppers: CN 100035 was an American Models car fresh out of the box; a B&LE car was an early effort at upgrading an American Flyer car, complete with hand-painted herald; a C&O car was similarly upgraded from an American Flyer car, and Charlie plans a further upgrade to a standard L&N car; an already-upgraded L&N car which Charlie is proud of; and a pair of drastically-altered American Models cars lettered for TH&B and PRR.

Pete Joyce showed his O-scale Red Caboose wood-sided reefer, which he says is right out of the box. Pete notes that this car was a raffle prize at the NFR 2007 convention in Rochester, New York, and says this is a great reason for attending the NFR Bytown Bobber convention in Ottawa this coming April!

Tom Hood showed two cars: the first was an old Revell flatcar which he has heavily modified to bring up to operational standards, and the second a Westerfield PRR X25 auto boxcar, which Tom says is "a nice kit."

Another reminder from our hobby's heritage was displayed by John LeBlanc, this time a mid-1950s era Athearn metal C&E 40' boxcar.

Normand Levert showed his Walther's tank car. Not being deterred by the "hard time" the kit was giving him, he then added brake rigging to draw attention to the underside.

Also not content with straight from the box was David Moat, who displayed a pair of Proto 2000 CB&Q 52'6" gondolas with



C&S 47,000-gallon water tank was built by Grant Knowles for his HO_n3 pike.

individually applied grab irons and brake rigging. David then used Humbrol paints and Bragdon chinks to weather these cars for captive service between a steel mill and automobile manufacturer.

Bernie Goodman, seeing how few cars were on the display, quickly brought in some motive power to go with them, a CNR F3A/F3B set and a pair of CNR FA1's, all Proto 1000 models in green and gold.

Ian Cranstone provided some track for the cars to run on, with a code 83 No. 12 turnout built using the Fast Tracks system (featured in last month's INTERCHANGE).

A Colorado & Southern 47,000-gallon water tank was constructed from a Builders In Scale kit by **Grant Knowles** for his HO_n3 layout. The prototype stood in Jefferson, Colorado, and was an example of the flat-topped, tapered tanks which the C&S was known for. Water was supplied to the tank from a neighbouring stream using a steam-powered pump.

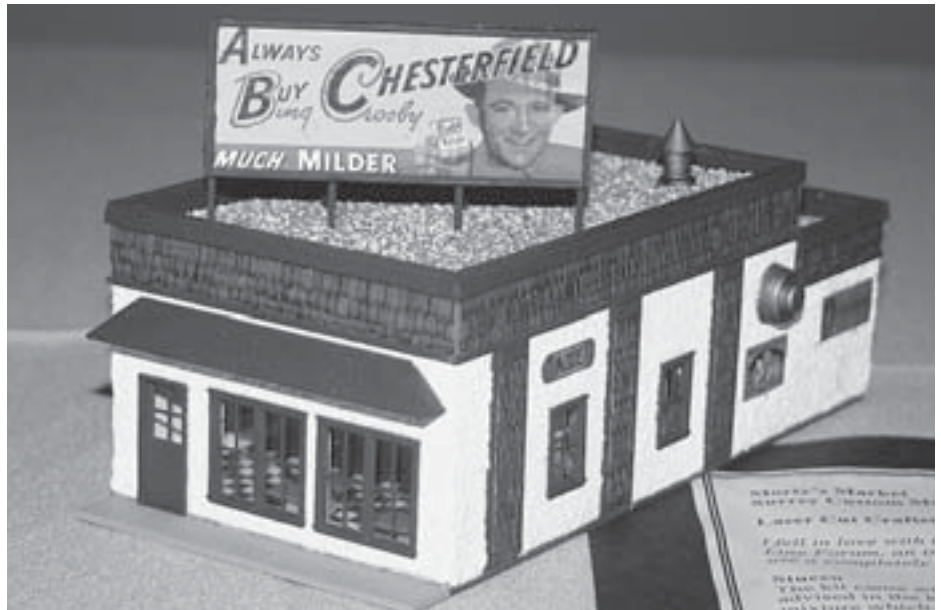
Finally, **Mike Hamer** continued his theme of laser-cut buildings with a Surrey Custom Models Morty's Market kit. Mike



Well-weathered CB&Q gondola was one of two modelled by David Moat.



Normand Levert added brake rigging detail to Walthers tank car.



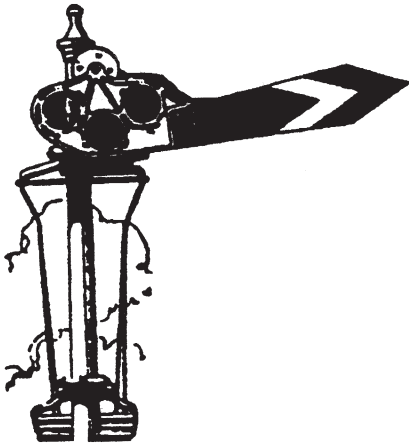
Morty's Market will adorn Mike Hamer's future New England coast branchline.

makes particular note of the stucco, applied by "dabbing" ArtDeco Sandstones gritty paint mixture from Michaels on with a stiff-bristled brush. Mike notes that he was particularly impressed with the shingles provided

with the kit. He also scratchbuilt an interior to go with this structure. More details remain to be applied before this model will grace his future New England coast branchline trailing off from the Boston & Maine.



CNR green and gold F3A & F3B set were Proto 1000 models displayed by Bernie Goodman.



Continuing Journeys of Ken Chivers

featuring 1958

presented by

Brian Ludlow

Display

Passenger equipment

Tuesday, February 12

St. Anthony Soccer Club Hall
523 St. Anthony Street, Ottawa

(just off Preston Street at the Queensway)

Doors open at 5:30 p.m.

Dinner served at 6:30 p.m.

Admission: \$20.00

Includes dinner, facilities, program expense, taxes and gratuities.
Free parking.

Please note:

If you cannot attend the meeting after saying you would, please call
Fred Mills at (613) 723-1911. Thank you.



OVAR Directory

2007-2008

Chair/Special Projects:

Gary Baillargeon 613-774-2380

Vice Chair: Normand Levert 613-834-6798

Secretary: Mike Shore 613-829-8867

Treasurer: Ralph Dipple 613-823-5856

Membership: Bernie Goodman 613-720-5650

Program: Normand Levert 613-834-6798

Dinner: Fred Mills 613-723-1911

Archives: Dave Knowles 613-722-4473

Webmaster: Steve Watson 613-592-3609

Video Library: Paul Anderson 613-445-3573

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THE INTERCHANGE

January 2008 — Issue 421

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Submission of Articles:

THE INTERCHANGE welcomes your submissions that may be of interest to club members. Please send them to one of the departments listed above. Material submitted can be handwritten, typewritten, on floppy diskette, or sent via e-mail.

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